

4/10/2008 5:30 PM FROM: Fax MRC TO: 1 916 574-1810 FAX#: 003 OF 003



EAST BAY BICYCLE COALITION

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Drive looking west to the construction of the RSR Bridge and the fill for the toll plaza appeared in *California Highways and Public Works* (Nov-Dec 1953, p.6). Between 1952 and 1954, "the street system between Topoka Street and Marine Street was reconstructed to a six-lane divided city street as an interim improvement. These, together with the toll crossing approaches, have replaced the winding city streets past the extensive Standard Oil Company refineries and on into Richmond." ("Now Span Open," *CA Highways Pub Works*, Sep-Oct 1956, p.17). This "interim" "city street" ultimately became a limited access freeway that excluded non-motorized travel and access to the San Francisco Bay shoreline. During the same period, Chevron acquired Western Drive and severed public access in the process of taking exclusive use of the route for their pipeline connection to the Long Wharf.

In conclusion, we respectfully remind you it is the state's policy to "develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate and enhance the environmental quality of the state" (Pub. Resources Code, § 21001, subd. a). We have shown that public access near the Chevron Long Wharf has been available in the past and it is feasible to complete the Bay Trail through Chevron property in the present.

Sincerely,

Robert Raburn
Executive Director
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Jim Thompson - TDRPD
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TO PROMOTE BICYCLING AS AN EVERYDAY MEANS OF TRANSPORTATION AND RECREATION

3

Response to Comment Set #22

22-1

Please refer to response to Comments 4-1 and 4-2.

22-2

Please refer to response to Comments 3-1 through 3-15 and 4-1 through 4-4.

22-3

Please refer to the first two paragraphs of response to Comment 39-3.